

National Register of Historic Places Summaries to be Reviewed at January 19, 2017 Board of State History Meeting

Ballard-Sego Coal Mine Historic District

The Ballard-Sego Coal Mine Historic District in Grand County, Utah has statewide significance under Criterion A, B and D in the context of coal mining in the Intermountain West. It is a complex archaeological and architectural site that relates to and can provide information regarding exploration and development of extractive coal mines and mining townsites throughout the region. The Ballard-Sego Coal Mine was active between 1900 and 1954, the period of significance, with its primary period of productivity between 1912 and 1949, while it was served by the Thompson-Ballard railroad spur. The Ballard-Sego Coal Mine is one of only three Utah coal mines outside Carbon County, Utah. It is a pristine archaeological example of coal mining industrial and community development, as it existed only during coal mining operations and has not had additional development in the decades since the mine closed. The Ballard-Sego Coal Mine is significant under Criterion A for above and below ground remains of early twentieth century coal mining and associated mining operations. The mine is also significant under Criterion A for its exceptionally rare and unique mix of vernacular dugouts, single miner cabins and non-company housing as well as more typical company-constructed housing and commercial buildings. The Ballard-Sego Coal Mine is the both the best example in Utah, and only example outside Carbon County of such mixed construction. The Ballard-Sego Coal Mine is significant under Criterion A for its historically rich and diverse ethnic heritage. Like other coal mining towns in the region, the Ballard-Sego Coal Mine supported a large, segregated ethnic population, including a long-term Japanese community, unusual in the Intermountain Region. The Ballard-Sego Coal Mine is significant under Criterion B for its association with prominent regional rancher, merchant and explorer Henry (Harry) G. Ballard. Harry Ballard rose from an immigrant range-hand to become an explorer with the 1889-90 Robert Stanton Colorado River Survey and later an influential businessman and developer. Harry Ballard both founded the nearby town of Thompson's Spring and patented and developed the Ballard-Sego Coal mine. The site is also significant under Criterion D for its potential ability to provide archaeological evidence of its rich physical and cultural history. Although it has few standing buildings, the Ballard-Sego Coal Mine is one of the best preserved early coal mining developments in Utah, with visible remnants of major coal mining features, roads, and vernacular and planned residential and commercial buildings. The identified archaeological artifacts are well preserved due to the site's isolation and dry climate, and further exploration should yield an even better understanding of early 20th century coal mining operations in the Intermountain Region and the lives of miners and their families.

River Heights Sinclair Station

The River Heights Sinclair Station, built in 1950, is locally significant under Criterion A for its association with the development of River Heights, Utah in the mid-twentieth century. Under Criterion A in the area of Transportation, the building is significant as the only service station ever constructed in the small rural community of River Heights. The period of significance is 1950 to 1967 (fifty years ago). For the first fifteen years the service station was operated by Oral Stirland, who leased the building from long-term owners, Newell Lavon Fuhrman and his son, Newell Dean Fuhrman. It was then operated by Karl Bindrup between 1965 and 1975. The Sinclair Station provided a vital service to the citizens of River Heights who, like most of America, had increased their reliance on the automobile after World War II. The service station was particularly important when the rainstorms overwhelmed the only bridge between River Heights and the larger city of Logan. During rising flood levels, having a local fuel stop was particularly important as the only alternate to routes work places, shopping centers, medical

facilities, and the regional high school or state college in Logan were quite lengthy. As the only real commercial building in town, it was architecturally unique in contrast to the residential construction. After serving for decades as a service station, the building was later used as a boat shop and was used as a residence for a few years in the 1990s. The building is currently vacant and a new owner plans to rehabilitate the building using state and federal tax credits. The River Heights Station is a contributing historic commercial resource in this small residential community.